

APPENDIX A. DESIGN GUIDELINES

- A-I. Purpose and Applicability.**
- A-II. Building Design Guidelines.**
- A-III. Bicycle Parking Design Guidelines.**
- A-IV. Landscape Design Guidelines.**
- A-V. Access and Circulation Design Guidelines.**
- A-VI. Security Gates Design Guidelines.**

A-I. PURPOSE AND APPLICABILITY.

- A. Purpose.** The design guidelines are discretionary criteria which are used in the City's review of project proposals. They are intended to encourage high quality building and site design that complements the architecture, landscapes, history, and culture of Tempe and ensures the functionality of the built environment.
- B. Applicability.** The design guidelines are to be applied by the City during project reviews. Applicants are responsible for addressing the guidelines in their project proposals, and the City, through its applicable decision making bodies (Part 6 of this Code) may require modifications to designs to be consistent with the design guidelines. Where an existing building or site that is being added onto or remodeled does not meet a design guideline, the addition or remodel should bring the subject building or site into closer conformance with the guideline, to the extent practicable given the nature and extent of the alteration.

A-II. BUILDING DESIGN GUIDELINES.

- A. Contextual Design Guideline.** Building elevations and materials should have design characteristics that are contextually appropriate. Contextual relationships are determined through design review and consider: massing, rhythm, scale, height, roof form, fenestration (windows and doors), articulation/relief, materials, detailing, lighting, signs, and other features of existing on the site, if any, and adjacent buildings. Where contrasting design elements are provided, the applicant must demonstrate how the alternate design is equal or superior to the existing and/or adjacent building design in terms of compatibility.
 - 1. **New Design Character.** A building design that varies from the contextual design guideline in establishing a new character, may be approved only after demonstrating that the proposed design is consistent with the development

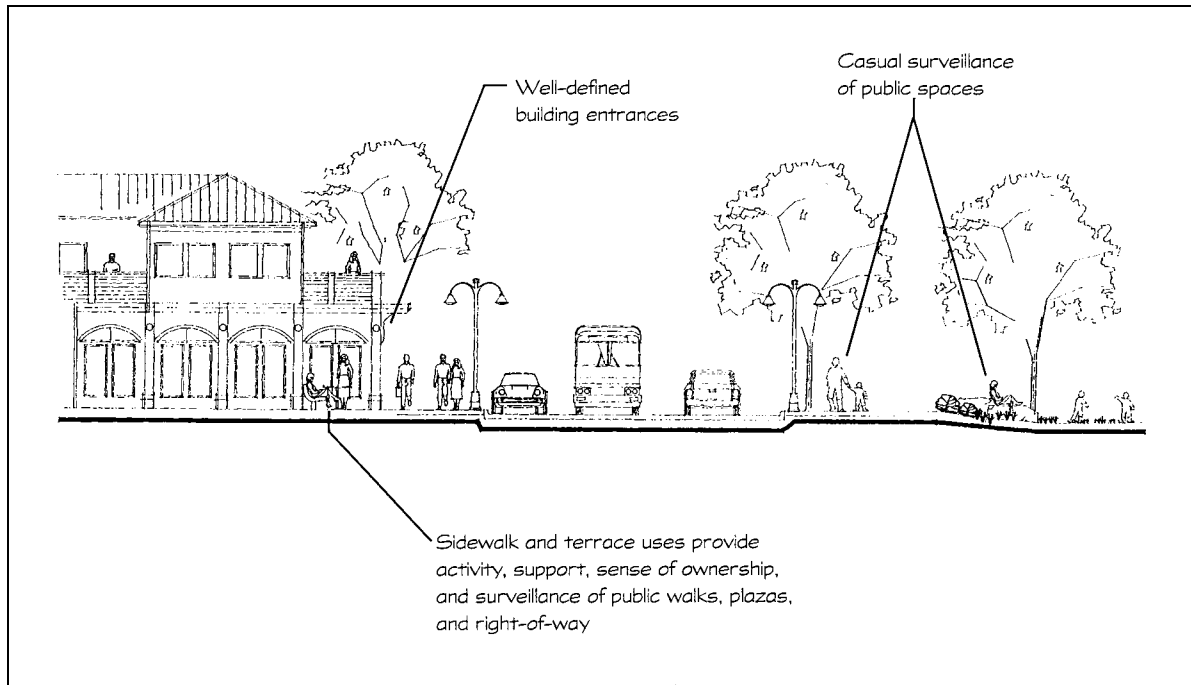
plan approval criteria in Section 6-307 and it provides exceptional or unique benefits to the neighborhood or community, which may include but are not limited to the following values:

- a. Energy conservation through a certified “green building” or “sustainable development” project;
- b. Historic preservation; and
- c. Affordable housing.

B. Accessibility. Buildings should be accessible for every person, consistent with the Americans With Disability Act (ADA) and its implementing standards and guidelines. The Americans with Disabilities Act (ADA) is a federal law that was enacted in 1990 for the purpose of ensuring that all Americans have the same basic rights of access to services and facilities. The ADA prohibits discrimination on the basis of disabilities. To effect this prohibition, the statute required certain designated federal agencies to develop implementing regulations, known as the ADA Accessibility Guidelines (ADAAG). The guidelines and standards contained within the ADAAG are continually being updated and refined, and current versions should be reviewed as part of the design process for every project.

C. Crime Prevention Design. Safe environments and pedestrian activity are interrelated and one cannot exist without the other. Therefore building designs should support pedestrian activity and provide natural surveillance of spaces from key locations inside and next to buildings. This should be accomplished through the appropriate design and placement of windows, entrances, pedestrian amenities, lighting, outdoor rooms (e.g., balconies, arcades, and similar features), and activity support. Buildings should incorporate entrances, windows, balconies, and activities allowing visibility of the street, parking areas, and entrances from inside buildings; and visibility of building entrances and other public gathering spaces from the street, as generally shown below. Lighting must conform to the provisions of Part 4, Chapter 8.

Figure A-IIC. Crime Prevention Design, Streetscape



D. Outdoor Living Area. Required outdoor living areas (per Part 3 and 5) should conform to the following standards:

1. At least fifty percent (50%) of all required areas should be in private outdoor spaces, such as patios, porches, balconies, rooftop gardens, and/or other areas designed for the exclusive use of individual dwelling units;
2. Designated private outdoor living spaces should have dimensions that are not less than six (6) feet in width and six (6) feet in depth, and eight (8) feet in height;
3. Areas not designed for the exclusive use of individual dwellings under subsection 1, above, should be designated common areas for all residents of a development. Common areas may include but are not limited to: patios, porches, balconies, rooftop gardens, recreation areas, open space, etc; and
4. Designated common outdoor living spaces should have dimensions that are not less than fifteen (15) feet in width and fifteen (15) feet in depth, eight (8) feet in height, and five hundred (500) square feet in area per space.

A-III. BICYCLE PARKING DESIGN GUIDELINES.

A. Bicycle Parking Location and Design.

1. All parking spaces for bicycles should be equipped with a security rack that is designed and installed in conformance with the Pedestrian and Bicycle Facility Design Guidelines, contained in the Comprehensive Transportation Plan. Bicycle racks other than the standard detail may be approved, subject to design review and approval by the Public Works Manager;
2. Areas set aside for bicycle parking should be clearly marked and reserved for bicycle parking only;
3. Bicycle parking should not impede or create a hazard to pedestrians. Parking areas should be located so as to not conflict with vision clearance standards;
4. Bicycle parking should be conveniently located with respect to both the street right-of-way and at least one building entrance (e.g., no farther away than the closest parking space). It should be incorporated whenever possible into building design and coordinated with the design of street furniture (e.g., benches, street lights, planters and other pedestrian amenities) when street furniture is provided;
5. Bicycle racks should be installed near main building entrances and located in areas with shade. A pedestrian pathway linking the bicycle parking area to the public sidewalk and the primary building entrance(s) should be provided;
6. Site design for bicycle parking should conform to the Pedestrian and Bicycle Facility Design Guidelines contained in the Comprehensive Transportation Plan;
7. Bicycle parking should be visible to cyclists from street sidewalks or building entrances, to aid in security from theft and damage; and
8. Bicycle parking should be at least as well lit as vehicle parking for security.

B. Options for Storage. Bicycle parking requirements for long-term and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building.

A-IV.LANDSCAPE DESIGN GUIDELINES.

A. General Landscaping Guidelines. Landscape plans should demonstrate that developments satisfy the following guidelines, as applicable, and as generally shown in the figures below:

1. Provide visual screening, privacy and natural surveillance, where needed.
2. Retain natural vegetation and incorporate it into the landscape design, as practicable;
3. Define pedestrian pathways and open space areas with landscape materials where appropriate;
4. Provide focal points within a development, such as specimen trees, hedges, flowering plants, art and pedestrian amenities;
5. Use a combination of plants for year-long color and interest; and
6. Use landscape treatments to enhance the screening of outdoor storage and mechanical equipment areas, and enhance graded areas such as berms, swales and retention ponds.

Figure A-IVA1, General Landscape Guidelines

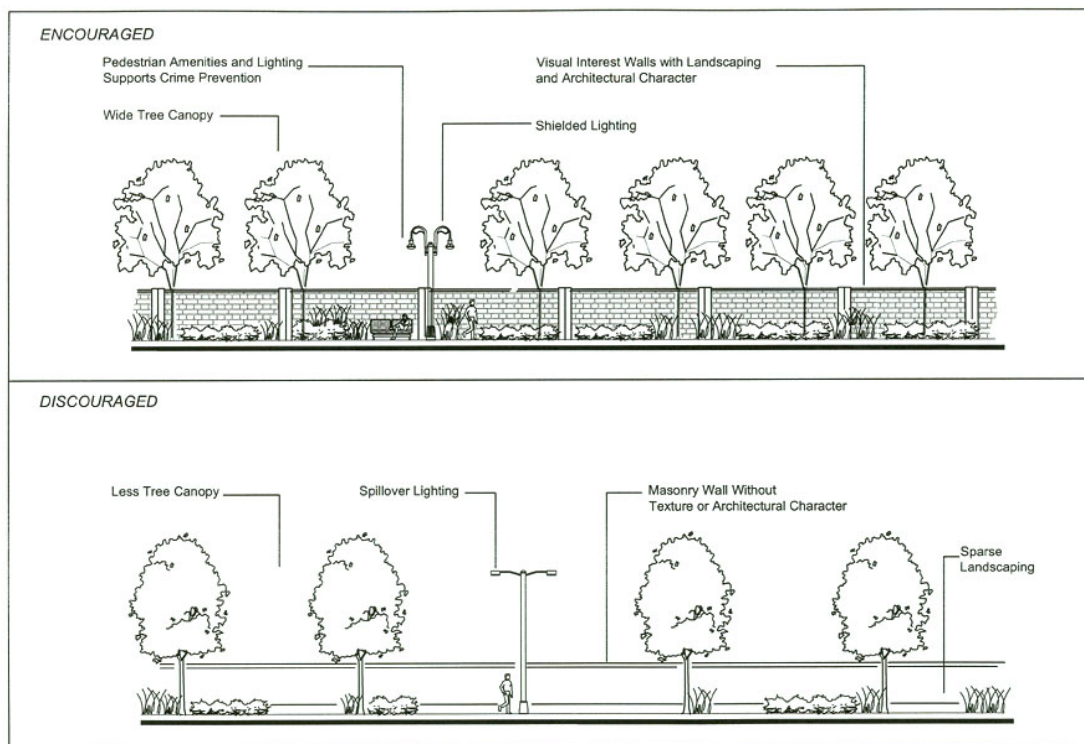


Figure A-IVA2, General Landscape Guidelines (continued)

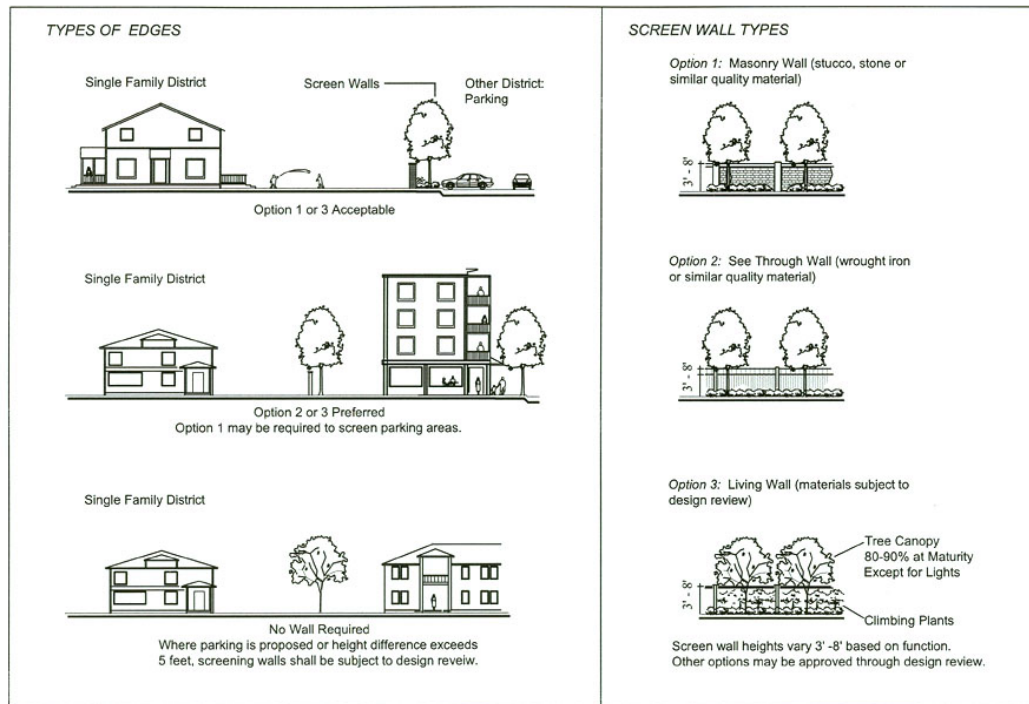
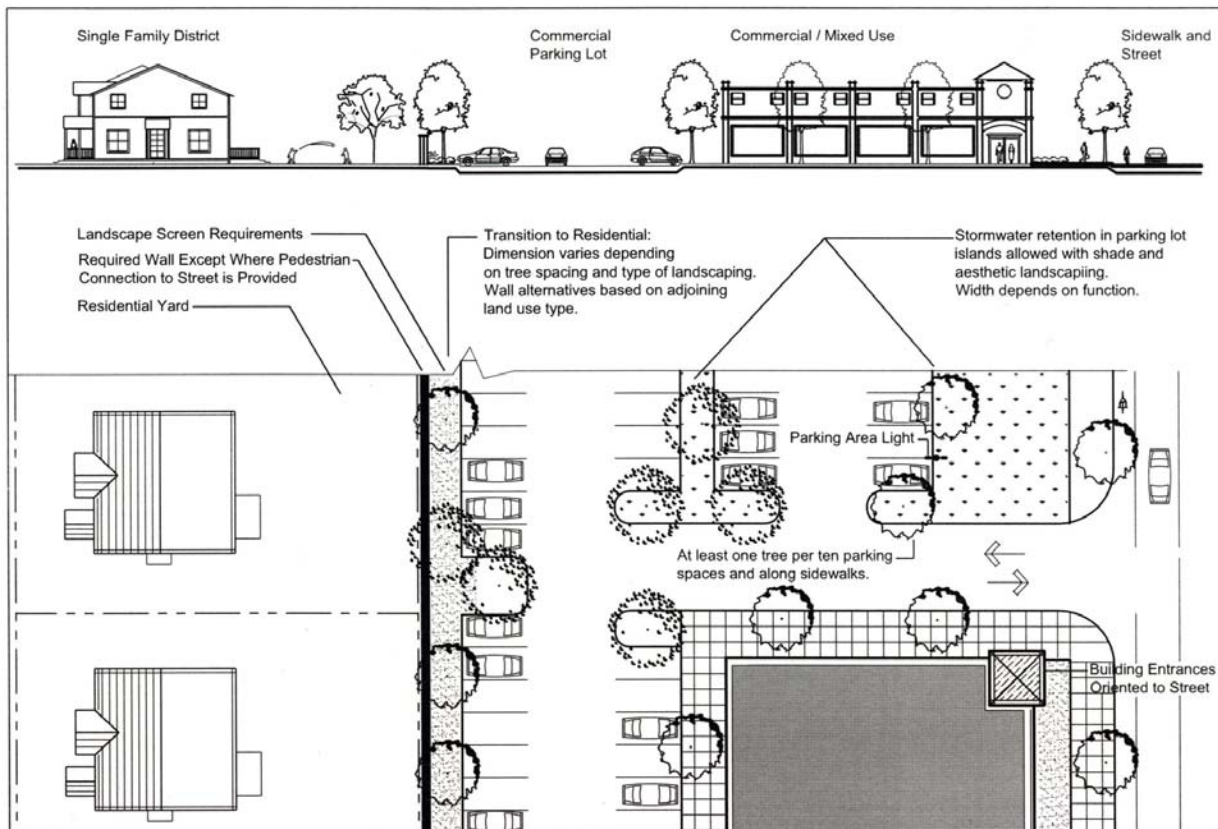


Figure A-IVA3, Parking Area Landscape Guidelines



B. Tree Selection Guidelines. Tree species should be selected based on growth characteristics and site conditions, including available space, overhead clearance, soil conditions, exposure, and desired color and appearance. Consideration should be given to:

1. Provide a broad canopy where shade or screening of tall objects is desired;
2. Use low-growing trees for spaces under utility wires;
3. Select trees from which lower branches can be trimmed in order to maintain a healthy growth habit where vision clearance and natural surveillance is a concern;
4. Use narrow or columnar trees where awnings or other building features limit growth, or where greater visibility is desired between buildings and the street for natural surveillance; and
5. Street trees should be planted within existing and proposed planting strips, and in sidewalk tree wells on streets without planting strips. Tree placement should provide canopy cover (shade) and avoid conflicts with existing trees, retaining walls, utilities, lighting, and other obstacles.

C. Screening Guidelines. The design of screening devices should consider the following guidelines:

1. Site conditions and adjacent uses should be considered when designing visual screening;
2. Provide shade over walkways, if appropriate;
3. Natural surveillance, access control, and privacy needs should be considered; and
4. General consistency with the guidelines in Figures A-IVA1 and A-IVA2, above.

D. Wall Design. All required walls shall be located and designed based on the intended screening function, proposed use, and adjoining uses, as follows:

1. Walls placed between a residential district and any commercial use, industrial uses, or surface parking lot exceeding ten thousand (10,000) square feet shall be constructed of masonry, concrete, ornamental iron, or equal or better quality material, as approved through design review;
2. All masonry walls shall have an architectural texture, color and material compatible with the primary building on site (or on respective sides). Walls

may have ornamental decorative iron fence panels, vertical pickets with spacing that is consistent with the Uniform Building Code, as an integral part of the design of the wall; and

3. A living wall or see through ornamental iron fence may be approved as a substitute for masonry if the wall is not required for visual screening of mechanical equipment, outdoor storage areas, or parking areas.

E. **2' Plant List.** See Appendix B.

F. **3' Plant List.** See Appendix C.

A-V. ACCESS AND CIRCULATION DESIGN GUIDELINES.

A. **Shared Driveways.** The number of driveway and private street intersections with public streets should be minimized through the use of shared driveways with adjoining uses where feasible. The City may require the use of shared driveways through the land use and development review process, for traffic safety and access management purposes in accordance with the following standards:

1. Shared driveways and frontage streets may be required to consolidate access onto a collector or arterial street. When shared driveways or frontage streets are required, the City may require that they be stubbed to adjacent developable parcels for future extension. "Stub" means that a driveway or street temporarily ends at the property line, but may be extended in the future as the adjacent parcel develops. "Developable" means that a parcel is either vacant or it is likely to receive additional development due to infill or redevelopment potential.
2. Access easements (i.e., for the benefit of affected properties) should be a condition of land use or development approval and should be recorded for all shared driveways prior to occupancy.
3. Exception. Shared driveways are not required when existing development patterns or physical constraints (e.g., topography, parcel configuration, and similar conditions) prevent extending the street/driveway with reciprocal access in the future.

B. **On-Site Traffic Calming.** Traffic calming features such as curb extensions, special paving, humps or other features may be required for the on-site circulation systems and street access points of larger developments. Traffic calming measures should conform to the Pedestrian and Bicycle Facility Design Guidelines, contained in the Comprehensive Transportation Plan.

A-VI. SECURITY GATES DESIGN GUIDELINES

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